

Monterey Vista Neighborhood Traffic Calming Plan August 2003 *Updated March 2023*



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Monterey Vista Neighborhood Traffic Calming Plan (TCP)

Background

The Monterey Vista Neighborhood is a residential neighborhood bounded by Skyline Drive on the southwest, Veterans Park and the Old Town Neighborhood on the north, Munras Avenue on the east, and the Alta Mesa Neighborhood and Highway 1 to the south. The neighborhood encompasses three schools: Monte Vista Elementary School; Walter Colton Middle School; and Monterey Union High School.

The City worked with neighborhood residents in 2003 to develop a traffic calming plan for the Monterey Vista neighborhood to address traffic speed, cut-through traffic, and safety issues in the neighborhood. The planning process followed the approach laid out in the City’s Neighborhood Traffic Calming Program, which outlines policies, planning processes, and traffic calming tools approved for use in the city.

2023 TCP Update

This update to the 2003 TCP incorporates proposed changes to the traffic calming measures on Mar Vista Drive and Soledad Drive based on preliminary engineering completed for the Mar Vista Drive corridor. Three community meetings were held February 8, 2017, October 10, 2018, and January 14, 2020 to present the proposed TCP revisions.

Existing Conditions

Monterey Vista is a residential neighborhood with some commercial development along the east end of Soledad and the north end of Pacific. Street widths vary in the neighborhood and most of the streets are narrow with limited curbs and sidewalks. There are standard curb, gutter and sidewalk on sections of Mar Vista but most of the walkways in the neighborhood are decomposed granite. Many of the streets have no designated walkway at all and the cross section is rural in character with ditches rather than curb and gutter.

Traffic Data

Data collected in the neighborhood for the 2003 TCP show traffic volumes as follows on the local streets:

Table 1: Traffic Volumes

Street	Location	Northbound AADT	Southbound AADT
Via Del Rey	Between Via Chular and Herrman	505	716
Via Paraiso	Between Herrman and Via Del Rey	255	288
Via Gayuba	Between Mar Vista and El Callejone	643	655
Mar Vista	Between Toda Vista and Via Gayuba	1252	1243
Soledad	Between Soledad Drive and Soledad Place	1458	1485
Mar Vista	Between Skyline and Soledad Place	156	157
Monte Vista	Between Mar Vista and Porta Vista	1476	1394
San Bernabe	Between Via Descanso and Pacific	160	521
San Bernabe	Between Colton and Via Encanto	343	na

Plan Development Process

The 2003 Monterey Vista Neighborhood Traffic Calming Plan was developed following the process laid out in the City’s Neighborhood Traffic Calming Program. City staff and neighborhood

representatives worked together to:

- Identify residents’ concerns with neighborhood traffic
- Identify desired neighborhood outcomes for traffic calming
- Review traffic calming tools that fit the character of the neighborhood
- Consider various traffic calming applications
- Recommend a neighborhood traffic calming plan

The first step in the planning process was to send out surveys to every residence in the Monterey Vista Neighborhood. The City received 131 responses to the survey and the results were compiled and presented at the first meeting with the neighborhood. Table 2 shows the results of the neighborhood survey:

Table 2: Summary of Neighborhood Survey

Question	Response
1. Please rank each of the following neighborhood traffic issues in order of concern to you.	Ranked as most important: Excessive traffic speeds – 53% Non-resident cut-through traffic – 14% Pedestrian safety – 11% Bicycle safety – 10% Traffic noise – 10% Street maintenance – 8% Operation of on-street parking – 6% Availability of on-street parking – 4% Street landscaping 3% Other – 5%
2. What, if any, concerns do you have about driving safety in your neighborhood?	Visibility – 52% Right-of-way control – 31% Street curvature and grades – 28% Signing – 24% Street width – 20% Striping – 8% Other – 15%
3. What activities do you or members of your household use neighborhood streets for regularly?	Walking – 83% Bicycling – 32% Skating or skateboarding – 5% Other – 19%
4. If there are school children in your house, what is the most common method of travel to and from school?	Automobile – 25% Walking – 12% School Bus – 1% Bicycling – 1% Transit – 0%
5. What types of traffic control devices do you feel would be appropriate for use in your neighborhood?	Signs – 47% Devices that restrict movements – 23% Physical changes to the street – 22% Pavement markings – 19% Pedestrian crossings – 17% Landscaping – 13% Other – 20%

The neighborhood met three times in 2003 (May 7, June 10, and July 9) to work through each step of the process. The first meeting provided an overview of traffic calming and the tools used in other communities to address residential traffic concerns. Residents were also asked to identify the traffic issues in Monterey Vista that should be the focus of the traffic calming planning process.

The neighborhood met three times subsequently in February 2017, October 2018, and January 2020 to specifically review the revised traffic calming measures proposed in this TCP Update.

Problem Identification

At the first neighborhood meeting in 2003, residents of Monterey Vista were asked to identify and prioritize traffic concerns. Residents provided the following list of concerns they wanted to address with traffic calming:

- Speeds on Martin
- Speeds on Soledad and cars crossing over the centerline on curves
- Safety issues with middle school student drop off on Mar Vista
- Monte Vista cut-through traffic
- Speeds on Monte Vista
- Sight distance problems from driveways on Soledad above Soledad Place (curve warning sign blocks visibility from 209 Soledad driveway)
- Need to define intersection of Soledad Place and Mar Vista to keep cars in their lane
- Speeds on Mar Vista between Skyline and Monte Vista
- Cut through traffic on Mar Vista, Crescent and Skyline
- Cars don't stop at Mar Vista and Monte Vista stop signs, visibility is limited there
- Speeds and school access on Via Gayuba
- School busing was reduced so more parents have to drive children to school
- "Joy riding" on Via Paraiso in the evening
- Motorized scooters being used by underage kids in the neighborhood – loud and dangerous
- Absence of walkways
- Esperanzo from Soledad to Pacific is too narrow, causes pedestrian safety concerns
- Speeds on Pacific
- Hard for pedestrians to cross Pacific
- Speeds on Soledad in the lower section where it starts to widen out
- No connections between the various parts of Skyline neighborhood, necessitating the use of Skyline Drive for access between neighborhood segments
- Kids doing "wheelies" on the high school track at night
- Safety concerns with the access (entrance and exit) to the high school parking lot between El Caminito and Madison

A number of additional concerns were raised at the second meeting with the residents in 2003:

- The need for sidewalks, particular in areas where children are walking to school
- Pacific Street – a residential street posted 30 mph, truck traffic, and increased traffic with Soledad signal
- Large vehicles parked on Monte Vista create safety problems
- Cielo Vista Drive has parking on both sides and is too narrow
- Traffic speeds on Via Gayuba
- Mar Vista near the Elks club has high demand for on-street parking, narrow
- Mar Vista and Via Costanada needs a stop sign

- Mar Vista and Monte Vista sight distance
- Martin – move parking to other side of street next to sidewalk
- Mar Vista/Crescent/Skyline safety and operations
- Soledad at shopping center – sight distance problem coming out of parking lot
- Via Cimarron – motorized skateboards

City staff and the consultant met with several of the residents the day after the second meeting to review their concerns.

Neighborhood Priorities

At the first neighborhood meeting in 2003, residents expressed their preferences for certain traffic calming devices and made suggestions regarding locations. The following suggestions were made:

- Pavement treatment on Mar Vista between Skyline and Monte Vista
- Entry treatments on Mar Vista, Crescent and Skyline
- Walkways in critical pedestrian and school route locations (gravel)
- One-way Esperanza uphill from Pacific to Soledad
- Entry median on Soledad at the west end of the commercial area
- Define intersections with treatments (striping, curb extensions, islands)
- Neighborhood sign program
- Entry islands at major entry points into the neighborhood

These ideas were combined with those of City staff and the consultant to develop concept plans and variations. These were discussed and revised at the second neighborhood meeting. Additional suggestions were incorporated from that meeting, individual meetings with residents in the field, and subsequent meetings with City staff.

2023 Updates Regarding Improvements to Mar Vista Drive and Soledad Drive

In 2015, the City began design of traffic calming measures on Mar Vista Drive and Soledad Drive from Dry Creek Road to the Soledad Drive / Soledad Drive intersection. Several alternative traffic calming measures were evaluated and specific alternative projects were discussed with the community in 2017, 2018, and 2020. Two alternative traffic calming measures that were not included in the 2003 TCP were selected to be added to this TCP Update, as described below.

Preliminary mapping and design determined that the four medians shown in the 2003 TCP were not preferred due to 1) Mar Vista Drive's steep cross-slope outside the existing traveled way (in the current on-street parking zone), which would require substantial amount of pavement reconstruction to correct; and 2) the loss of parking in the vicinity of the islands. The curb extensions (bulb-outs) at Toda Vista and Via Gayuba and the narrowing and redefining of the roadway edges at the intersection of Mar Vista Drive and Soledad/Soledad are still proposed. During the last two community meetings, members voiced preference for implementing the bulb-outs at Toda Vista and Via Gayuba first and the improvements at Soledad Drive /Soledad Drive as a subsequent project.

Preliminary design also indicated that a roundabout (formerly known as a "traffic circle") could be a traffic calming measure at the Soledad Drive /Soledad Drive intersection, due to the available pavement and right-of-way widths. A preliminary design study was prepared in August 2019, and the results were presented in the subsequent neighborhood meetings: Figure 12: Option 3:

Roundabout.

A left turn lane warrant study was prepared in 2021 for the Soledad Drive / Soledad Drive intersection, which is located approximately 200 feet east of the Mar Vista Drive / Soledad Drive intersection, and approximately 300 feet west of the southwest entrance to Monte Vista Elementary School. One of the intersection designs included eliminating the southbound left turn lane, therefore the warrant study evaluated if the existing southbound left turn lane could be removed. The study determined that the southbound left turn lane is warranted and therefore should not be removed.

It should also be noted that the Monterey Peninsula Unified School District (MPUSD) is in the process of consolidating schools, the current proposal is to move Kindergarten to 8th grade to the Walter Colton Middle School Site by the 2023 – 2024 school year. The future use of the current Monte Vista Elementary School Site is not known at this time.

Final Recommendations

The Monterey Vista Neighborhood recommended a number of traffic calming devices to be installed on neighborhood streets. These recommendations were the result of the neighborhood planning process outlined above. The potential costs associated with implementing the recommendations include construction costs, loss of on-street parking and estimated delay to emergency vehicles. The estimated costs are based on similar installations and may vary with actual design and construction. These are shown in Table 3.

Figures 1, 3, 5, 10, 11 and 12 show the neighborhood's recommendations. Several tools were included to address specific resident concerns with traffic speed, cut-through traffic, and pedestrian safety. Figure 1 includes an entry median on Soledad Drive between Monte Vista Drive and Via Arcerolo to narrow the street and help define the entrance to the residential area. (Two Monterey Vista neighborhood signs have been installed on the side of Soledad Dr near Monte Vista Drive; however, the entry median was not installed.) Curb extensions on Via Gayuba at Mar Vista Drive and at Walter Colton Drive, shown in Figures 1 and 2, were included to slow traffic and enhance safety for students crossing the street to and from the middle school. (These bulb-outs have been installed.) The intersection of Soledad Drive /Soledad Place is currently an expanse of pavement with low, unlandscaped medians. Figures 10, 11 and 12 show three alternative traffic calming projects for this intersection. This intersection is discussed in more detail in the next section of this report.

Figures 3, 10, 11 and 12 show the proposed improvements on Mar Vista Drive. This street is wider than most of the streets in the neighborhood and connects Skyline Drive to downtown. There are concerns with the speed of traffic on this street as well as traffic cutting through from Highway 68. In the mornings, traffic and pedestrian safety is a challenge due to parents dropping middle school students on Mar Vista Drive at Toda Vista. The stopping cars and the crossing students combined with commuter traffic is a safety concern.

Curb extensions (bulb-outs) are proposed at Toda Vista and Via Gayuba to provide a shorter pedestrian crossing for students accessing the school on Toda Vista and Via Gayuba and to provide a visual narrowing of the roadway.

The intersection of Mar Vista Drive and Soledad Drive just below Toyon Drive is a wide intersection. The plan shows a redefinition of the edge of roadway to remove some of the asphalt and bring traffic on northbound Mar Vista Drive out where it has a better sightline for traffic.

Figure 5 shows the proposed improvements on Martin Street. These include partial medians at

each end, one west of Woodcrest Lane and one west of Logan Lane, to break up the straightaway appearance and slow traffic. Additionally, curb extensions are shown at Doud Avenue and Alameda Avenue. The entry median at Logan Lane is shown in the rendering in Figure 8.

Table 3: 2003 Estimated Costs for Proposed Plan

Device	Potential On-Street Parking Loss Per Device	Emergency Vehicle Delay Per Device	Estimated Cost Per Device*	# of Devices
Entry or Partial Median	4-12 Spaces	2 sec.	\$46,000	8
Curb Extensions – Intersection	4-8 Spaces	1 sec.	\$71,000	5
Redefine edge of Roadway	0 Spaces	n/a	\$35,000	1
Ped Crossing w/Pavement Treatment	0 Spaces	0 sec.	\$10,000	3
Improvements to Soledad/Soledad/Soledad	0 Spaces	0 sec.	\$50-100,000	1
		Total cost estimate:		\$838,000 - \$888,000

* Cost range is dependent upon landscaping options and/or drainage considerations

In addition to the physical devices, the Monterey Vista Neighborhood provided a number of operational suggestions. These include signing and relocation of curbing that are being addressed by City staff.

Residents also expressed significant concerns with pedestrian safety in the neighborhood. With three schools in the neighborhood and limited walkways and sidewalks, residents were concerned with the safety of students walking to school, as well as the safety of others who walk in the neighborhood. The City worked with the neighborhood to identify critical pedestrian routes between key destinations and a plan for providing adequate pedestrian facilities. The study and concept design was completed in 2018.

Although not directly a part of this plan, the pedestrian plan will consider the proposals in this plan to ensure measures are complementary and the two plans support each other.

Figure 1: Traffic Calming Plan for Monterey Vista Neighborhood

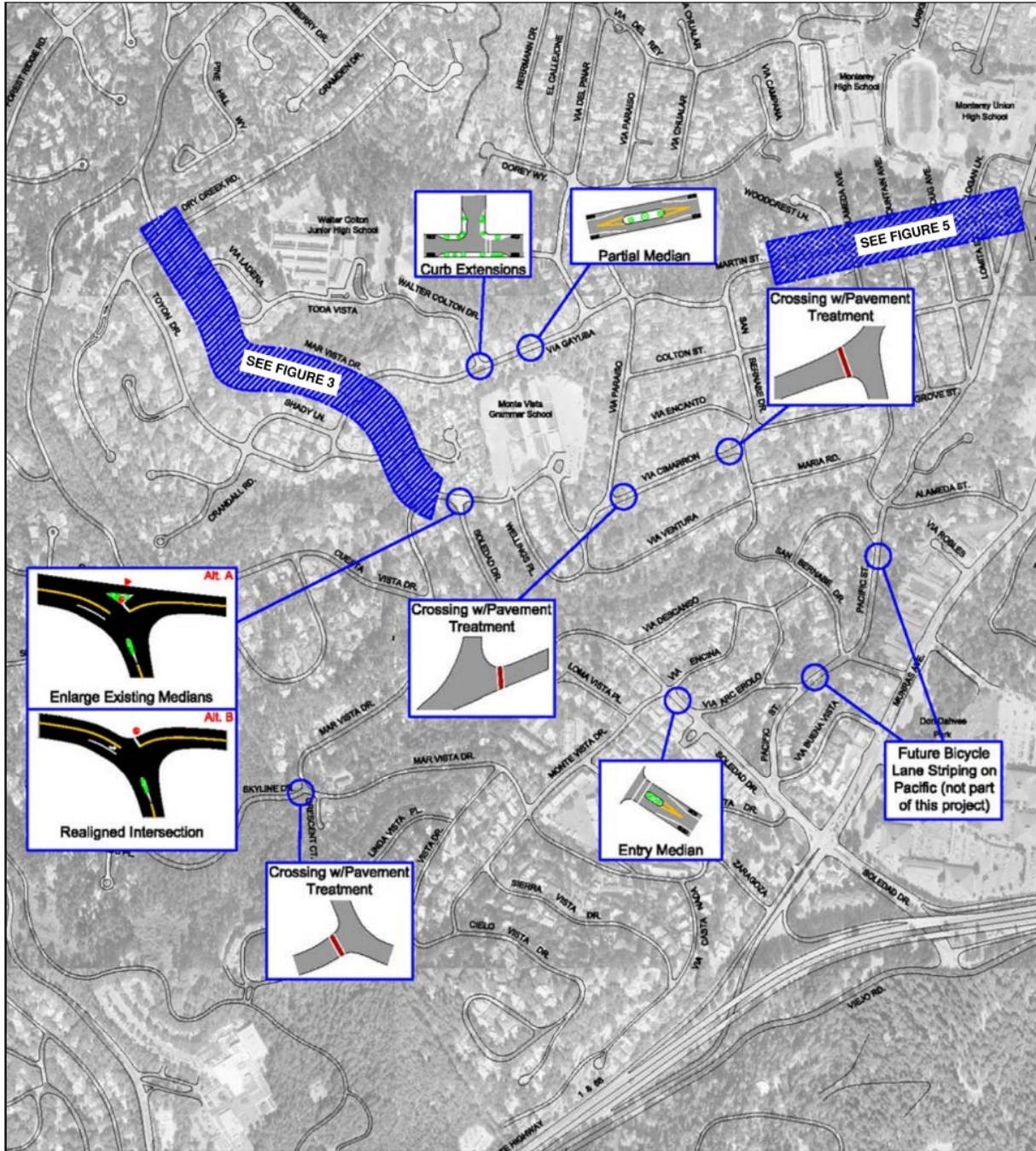


Figure 2: Photograph of Existing Curb Extensions on Via Gayuba at Walter Colton Drive



Figure 3: Traffic Calming Plan for Mar Vista Drive (2023 update)

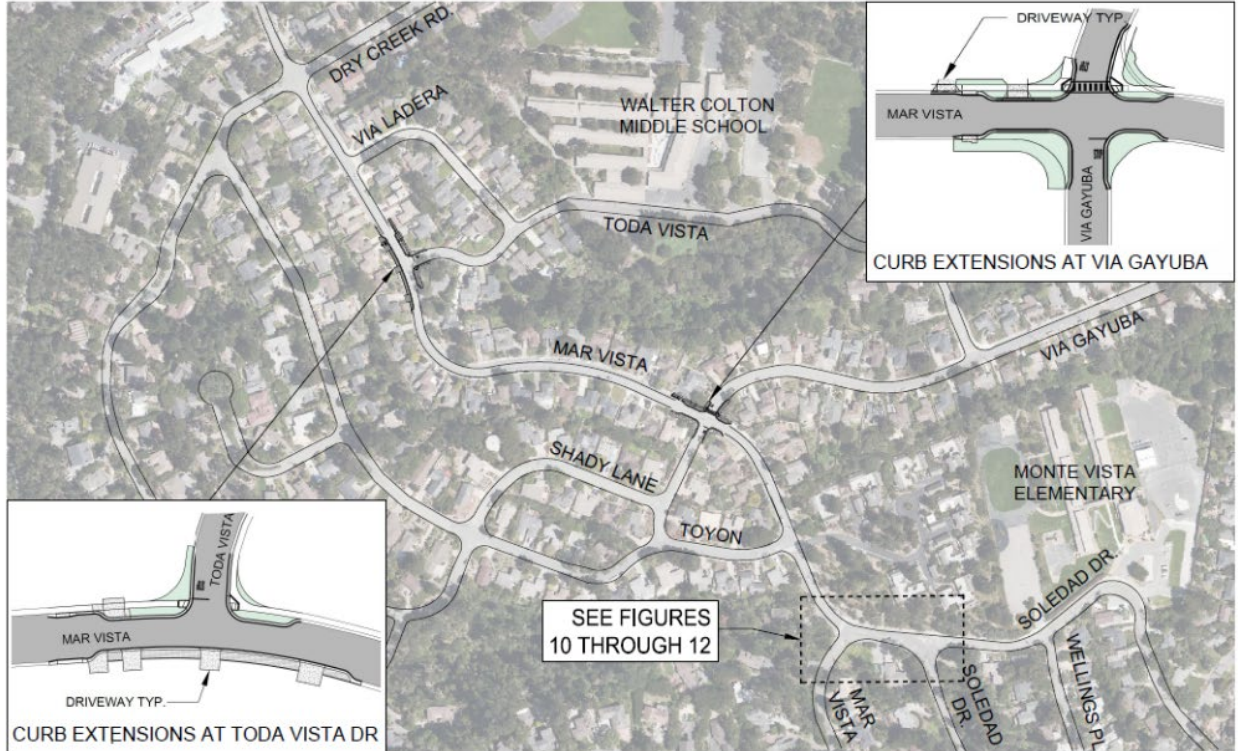


Figure 4: Visual Simulation Showing Curb Extensions on Mar Vista at Via Gayuba



Figure 5: Traffic Calming Plan for Martin Street

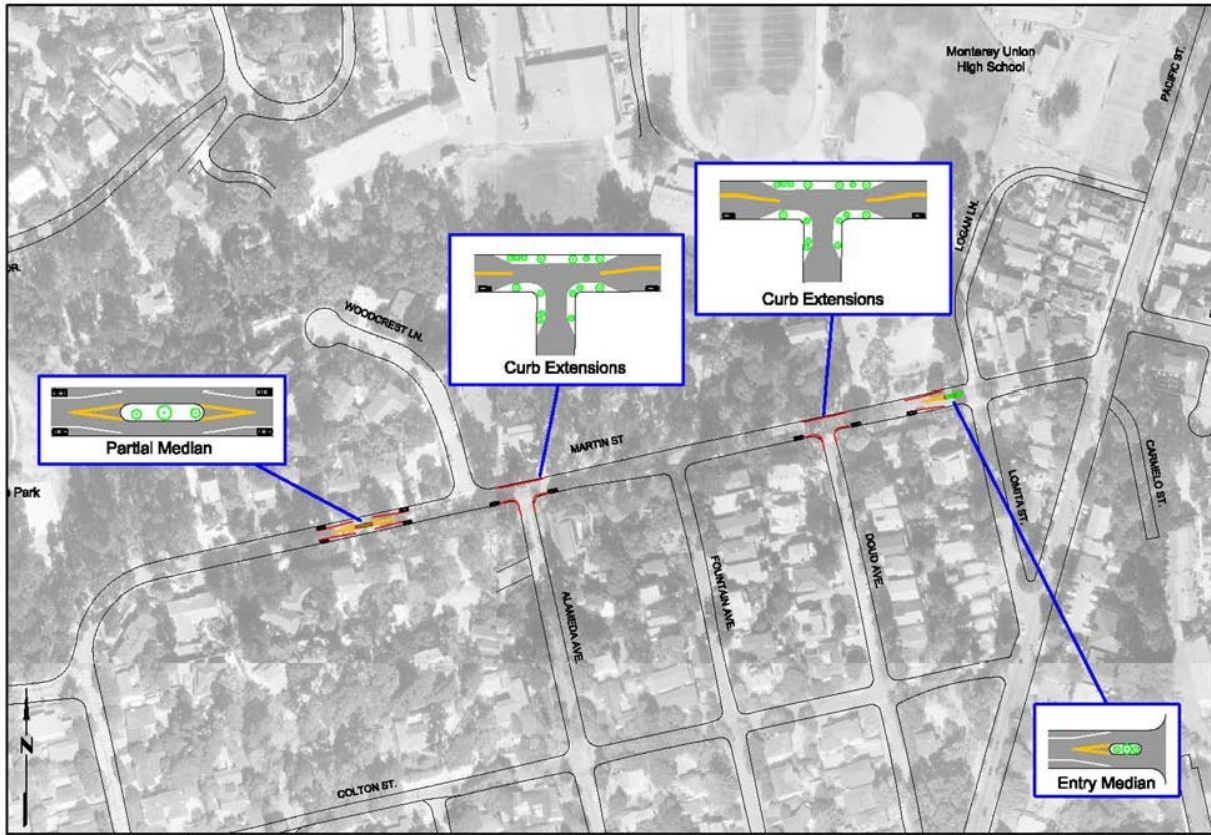


Figure 6: Visual Simulation Showing Entry Median on Martin Street



Improvements to Soledad Drive / Soledad Drive

As mentioned above, the intersection of Soledad Drive poses some unique challenges in terms of traffic speed, visibility, pedestrian safety, and school access. The photographs in Figures 7 and 8 show the existing conditions at this intersection. Figure 9 highlights the concerns.

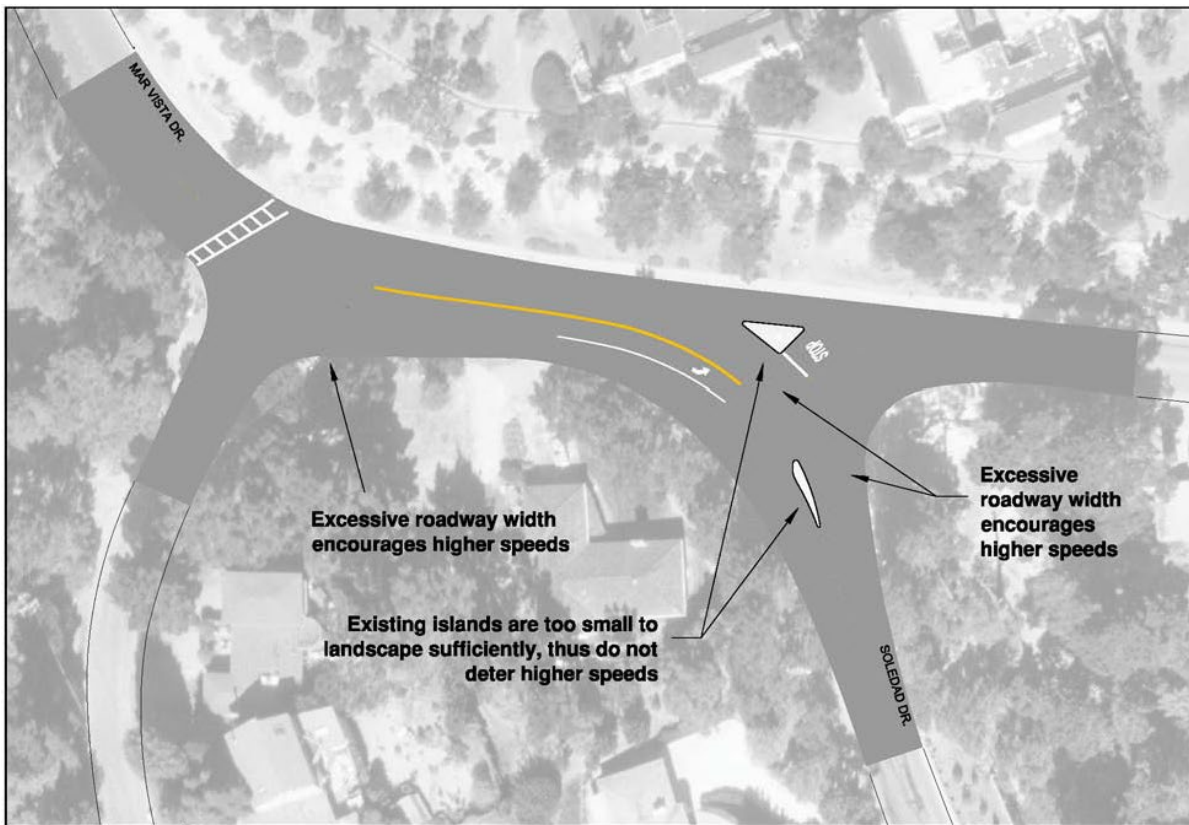
Figure 7: Mar Vista Drive Toward Soledad Drive



Figure 8: Soledad Drive Toward Mar Vista Drive



Figure 9: Existing Conditions



A number of alternatives were discussed with the neighborhood for this intersection, both in 2003 as well as in the more recent meetings. The alternatives included:

1. Reconstruct the intersection and enlarge and landscape the existing medians; Figure 10
2. Narrow and realign the intersection to remove the through right lane from Monte Vista Elementary School toward Mar Vista; Figure 11
3. A landscaped traffic circle (roundabout): Figure 12
4. Realign the intersection to make the movement from upper Soledad Drive /Mar Vista Drive to Monte Vista Elementary School the through movement, causing the lower portion of Soledad drive to stop
5. Reconstruct and landscape the existing medians in their current configuration

Based on input from the neighborhood and review of the traffic counts obtained in 2021 for the left turn lane warrant analysis, options 1, 2 and 3, above, were selected as preferred traffic calming measures for this intersection. These are shown in Figures 10, 11 and 12 below. If the neighborhood chooses to pursue a traffic calming project at the Soledad Drive /Soledad Drive intersection, the City will work with the neighborhood to determine the specific configuration and design.

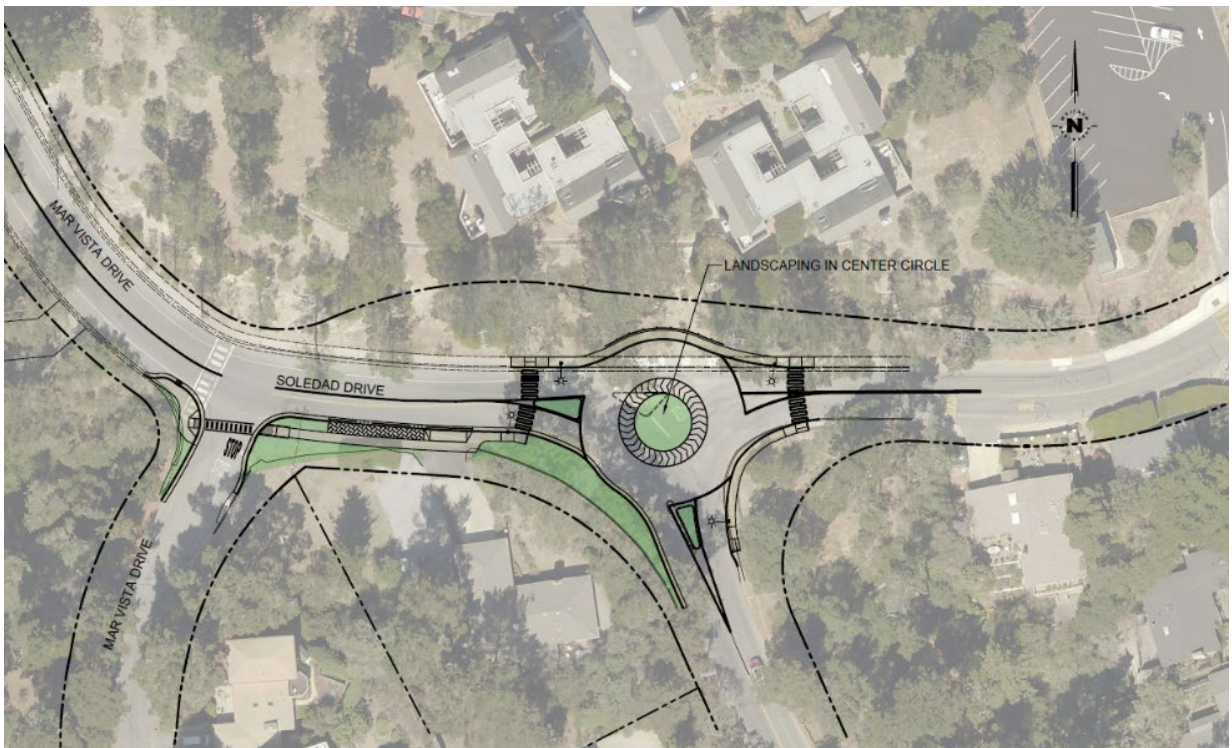
Figure 10: Option 1: Enlarge and Landscape Existing Islands and Narrow the Intersection



Figure 11: Option 2: Enlarge and Landscape Medians and Realign Intersection



Figure 12: Option 3: Roundabout



Improvements Completed As Of March 2023

Subsequent to publication of the 2003 TCP, the City has completed the following traffic calming and safety improvements in this neighborhood:

- Striped bike lane lines on Pacific Street from Soledad Drive to Alameda Street.
- Striped edge lines on Mar Vista Drive from Skyline Drive to Soledad Drive.
- Striped high-visibility crosswalks at preferred crossing locations as part of various street repaving projects.
- Reduced the width of intersections that previously had long-radius curves or tapering throats. These improvements were implemented under various street repaving projects. These projects reduce pedestrian crossing distances as well as reduce motorist speeds, especially for vehicles making turns. Locations include: Mar Vista/Via Ladera, Toda Vista/Via Ladera, Via Gayuba/Walter Colton Drive, Via Gayuba/Via Del Pinar.
- Constructed curb bulb-outs at various intersections. These improvements were implemented under various street repaving projects, and provide both traffic calming as well as improved pedestrian safety. Locations include: Soledad Drive at Via Encanto, Via Esperanza, and Pacific Vista Place.
- Constructed sidewalk along Pacific Street from Soledad Drive to Whispering Pines Park.
- Constructed pedestrian curb ramps at various locations throughout the neighborhood.
- Installed rectangular Rapid-Flashing Beacons (RRFBs) at the mid-block crossing on Via Gayuba.
- Installed speed radar feedback signs on Martin Street.
- Installed speed radar feedback signs on Mar Vista Drive.

Follow-up Monitoring and Evaluation

It is important that the effectiveness of the plan be monitored and evaluated. Travel patterns before and after installation of improvements should be observed and documented. This should include traffic speeds and volumes. In addition, resident satisfaction should be evaluated through surveys and neighborhood meetings. Results of traffic calming efforts in Monterey Vista will help the City of Monterey maintain an effective traffic calming program citywide.